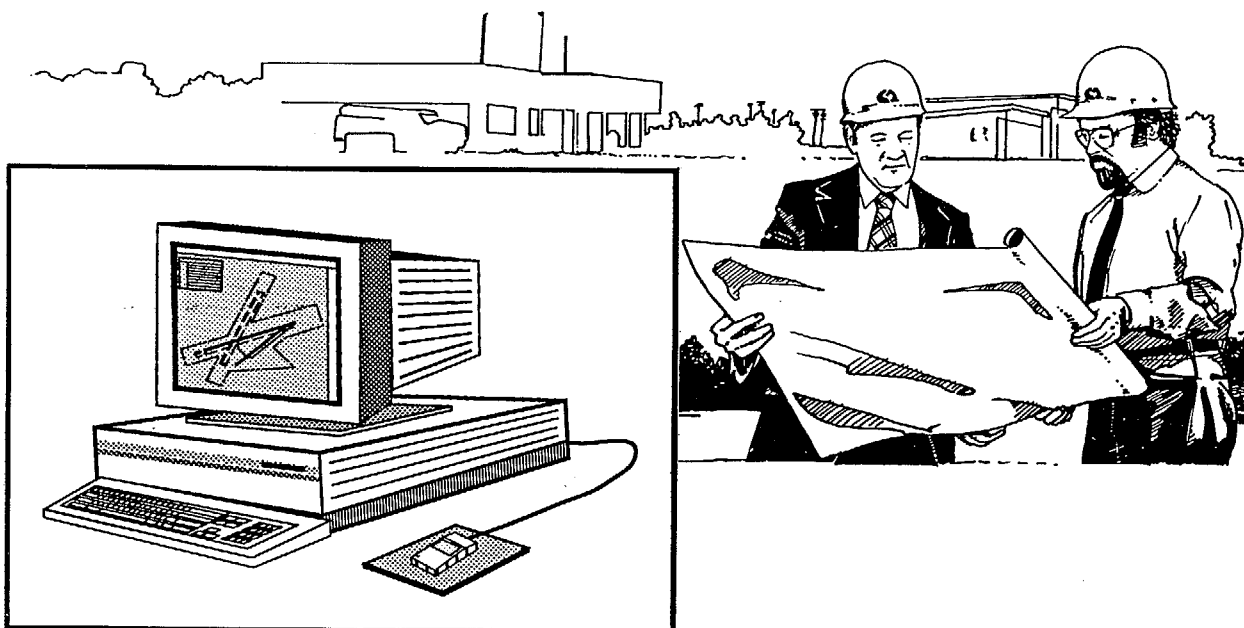


Chapter Seven
AIRPORT PLANS



Chapter Seven

AIRPORT PLANS

In Chapter Five an evaluation was made of options for future airfield and terminal area development for Show Low Municipal Airport. This effort resulted in the selection of an alternative for future airport improvements that could best accommodate the previously identified requirements for new and expanded airport facilities. The purpose of this chapter is to describe, in both narrative and graphic form, the recommended development based on the selected alternative over the course of the 20-year planning period.

A set of plans, referred to as **Airport Layout Plans**, has been prepared to graphically depict the recommendations for airfield and terminal layout and development, disposition of obstructions and approach protection, and future use of land in the vicinity of Show Low Municipal Airport. The Airport Layout Plans set contains the following drawings:

- ✦ Airport Data Sheet
- ✦ Airport Layout Plan

- ✦ Terminal Area Plan
- ✦ Part 77 Airspace Plan
- ✦ Approach Zones Plan
- ✦ Runway Protection Zones Plans
- ✦ Land Use/Noise Plan

DESIGN STANDARDS

Show Low Municipal Airport was previously identified as a General Aviation Airport currently designed to Utility Airport standards. Utility Airports are planned and designed to accommodate aircraft in certain design groups with maximum weights and specific approach speeds. Guidance for the future airport development at Show Low Municipal Airport was obtained from aircraft performance characteristics, FAA design standards and Advisory Circulars, various technical reports, and local, state and federal regulations.

The selection of this wide range of guidance materials is intended to provide flexibility in

application, and ensure the safety, economy and efficiency of the airport. It should be noted that the design standards outlined in this master plan must be followed in order to ensure compliance with Federal criteria. Failure to comply with these design standards could result in loss of eligibility for future Federal or State grants for airport planning and development.

The determination of appropriate design standards for the development of the airport was based on the physical characteristics of the aircraft which are expected to utilize

Show Low Municipal Airport. The planning for future aircraft use is particularly important in order to ensure that adequate separation between facilities is provided.

Airport Design, FAA Advisory Circular 150/5300-13 divides aircraft into six different design groups according to the overall wingspan of the airplane. Aircraft are also divided into five approach categories based on their certificated final approach speed. These aircraft physical and operational characteristics are related to airport design standards and are illustrated in Table 7A.

Table 7A
Airport Design Criteria

Airplane Design Group (ADG)

Wingspan

ADG I:	Wingspan less than 49 feet.
ADG II:	Wingspan of 49 feet up to but not including 79 feet.
ADG III:	Wingspan of 79 feet up to but not including 118 feet.
ADG IV:	Wingspan of 118 feet up to but not including 171 feet.
ADG V:	Wingspan of 171 feet up to but not including 214 feet.
ADG VI:	Wingspan of 214 feet up to but not including 262 feet.

Aircraft Approach Category

Approach Speed

Category A	Speed less than 91 knots.
Category B	Speed 91 knots or more, but less than 121 knots.
Category C	Speed 121 Knots or more, but less than 141 knots.
Category D	Speed 141 knots or more, but less than 166 knots.
Category E	Speed 166 knots or more.

The existing airport facilities were analyzed in detail in this Master Plan and related to the design standards for Transport Airports. Deficiencies in existing airport facilities were identified and, where feasible, improvements have been recommended. The design

standards used for Show Low Municipal Airport which will be applied to all future development, are summarized in Table 7B. These airport design standards are also compared to existing facilities at Show Low Municipal Airport.

AIRPORT LAYOUT PLAN

The Airport Layout Plan (ALP) graphically presents the existing and ultimate airport layout and illustrates the recommended improvements which will enable Show Low Municipal Airport to meet forecast aviation demands. Detailed airport and runway data are provided on the Airport Data Sheet (Drawing No. 1) to facilitate the interpretation of the recommendations

contained in the Show Low Municipal Airport master plan.

The Airport Layout Plan, shown on Drawing No. 2, illustrates all the proposed airport improvements associated with both the airfield and terminal areas. The recommended improvements in the terminal area are illustrated in greater detail, and at a larger scale, on the Terminal Area Plan drawing which is discussed in the next section of this chapter.

Table 7B
Airfield Design Standards
Show Low Municipal Airport

	<u>Existing</u>	<u>Ultimate</u>
Aircraft Design Group (ADG)	II	III
Aircraft Approach Category	B	C
Runway 6-24		
Length (ft)	5,500	7,200
Width (ft)	75	100
Strength (lbs)		
SWL	12,500	30,000
DWL	N/R	60,000
Runway 03-21		
Length (ft)	3,545	N/A
Width (ft)	75	N/A
Strength (lbs)		
SWL	12,500	N/A
Runway 18-36		
Length (ft)	N/A	5,600
Width (ft)	N/A	75
Strength (lbs)		
SWL	N/A	12,500

SWL = Single Wheel Loading

DWL = Dual Wheel Loading

N/R = Not Reported

N/A = Not Applicable

In order to accomplish the proposed runway development and provide the required Runway Protection Zones it will be necessary to acquire additional property on the periphery of the airport. This property will include approximately 224 acres of U.S. Forest Service administered land around the airport. On the north, east, and south sides of the airport approximately 32 acres will need to be acquired, or aviation easements will need be obtained, for Runway Protection Zone purposes.

The main focus of the proposed airport improvements will be the development of Runway 6-24 as the primary transport runway. This runway will be developed to accommodate a wide range of large general aviation aircraft including business jets and commuter airline aircraft. Runway 6-24 will be extended to an ultimate 7,200 feet in length and strengthened to accommodate aircraft weighing up to 60,000 pounds.

The unlimited development of Runway 6-24 to transport standards is not practical due to topographic, engineering and cost factors. Therefore, an alternative concept known as Declared Distance was applied to provide the necessary runway length, while meeting runway safety area and runway protection zone requirements.

The declared distance concept allows the thresholds of Runway 6-24 to be displaced in order to obtain the required runway safety areas. These displaced thresholds provide usable runway at the departure end for landing and usable runway at the approach end for takeoff. Since the runway safety areas are related to the runway threshold, this increases the available runway length without increasing the required runway safety area.

A new runway, Runway 18-36, will be constructed to serve as the future crosswind runway. This runway will be 5,600 feet in length, 75 feet wide and have an asphalt surface. Most small aircraft (ADG II) would be able to use this runway under normal

conditions. Runway 18-36 will replace Runway 3-21 which will be abandoned. Runway 18-36 will increase the crosswind coverage of the runway system and improve safety during periods of high wind speeds at the airport.

New taxiways have been planned in conjunction with the primary and future crosswind runways. These taxiways are necessary to provide access to all future runway ends without the need to "back taxi" and to provide efficient aircraft circulation between the runways and other areas on the airport.

Taxiway A will be located 400 feet south of, and parallel to, Runway 6-24. Taxiway A will ultimately be 50 feet wide and capable of accommodating aircraft weighing up to 60,000 pounds. This taxiway will be lighted and constructed with runup areas at each end.

Another taxiway, Taxiway B will be located 240 feet east of, and parallel to, Runway 18-36. Taxiway B will be 35 feet wide and capable of accommodating small aircraft weighing up to 12,500 pounds. This taxiway will also be lighted and constructed with runup areas at each end.

The proposed airfield development will alleviate the existing crosswind and runway length deficiencies and produce an airport capable of accommodating the forecast aviation demands. Show Low Municipal Airport will not only accommodate the general aviation demands of the region, but also enable the establishment of commuter airline service to the White Mountain Region.

TERMINAL AREA PLAN

The Terminal Area Plan developed for Show Low Municipal Airport illustrates the development and staging for the planned terminal area. The terminal area plan is a larger scale detailed illustration showing the proposed terminal area development

throughout the planning period. This drawing contains the proposed landside development contained on the Airport Layout Plan.

The Terminal Area Plan concentrates on the timely development of terminal area facilities consistent with the expected increases in aviation demands. Aircraft parking apron, terminal building development, fuel facilities and airport access are all shown on this drawing.

The Terminal Area Plan identifies three stages of development that cover the 20-year planning period. Stage I covers the first 5-year period from 1991 through 1995, Stage II covers a second 5-year period from 1996 through 2000, and Stage III covers the final 10-year period from 2001 through 2010.

The Terminal Area Plan is illustrated in Drawing No. 3 and represents a refinement of the selected landside development alternative. The existing terminal area will be expanded and developed along the center apron and Runway 3-21 to accommodate local aircraft activity.

Future terminal area facilities for transient general aviation and commuter airline services will be constructed east of Runway 16-34 and south of Taxiway A. Additional area for very long term development requirements has been reserved south of Taxiway A. When Runway 3-21 is abandoned, this area will open up for potential aviation related commercial or industrial development as well.

The Terminal Area Plan provides sufficient area for the development of a full service FBO facility, an expanded fuel storage area, and ample local and transient aircraft tiedowns. At least 50 additional individual aircraft T-hangars or shades have also been programed to meet the expected aircraft storage requirements. Area has been set aside for the eventual establishment of an Aircraft Rescue and Firefighting Facility (ARFF) and other possible FAA requirements. Other land in the terminal

area will remain available to meet unanticipated needs.

The most pressing landside need today is to develop an adequate terminal building and to provide additional local aircraft storage hangars. Additional T-hangars should be developed on the existing south parking apron. Space is available to provide several 10-unit T-hangars and associated automobile parking. This development can continue eastward as additional aircraft storage needs arise.

Even after development of the new crosswind runway, a portion of the 37 acre parcel that was originally set aside for non-aviation commercial or industrial development will remain. This area will be ideally situated at the entrance to the airport to attract a large retail or manufacturing enterprise to the Show Low area.

AIRSPACE PLAN

The Airspace Plan for Show Low Municipal Airport was prepared in accordance with Federal Aviation Regulations (FAR) Part 77, **Objects Affecting Navigable Airspace**. The Part 77 Airspace Plan identifies the airspace requirements surrounding the airport based on the ultimate approaches to each runway end. The Part 77 surfaces are intended to protect the airport from encroachment by obstructions that could adversely effect the safety of flight and airport operations.

The Airspace Plan is provided to assist the airport sponsor (and others) in complying with FAR Part 77 and protect airspace surfaces that are applicable to Show Low Municipal Airport. The surface lengths, widths, heights, angles, and radii are determined by the type of runway and instrumentation available on that runway.

Objects penetrating any of the Part 77 surfaces are considered to be obstructions to air navigation and should be removed. If it is

not feasible to remove or relocate these obstructions, they should be marked and lighted.

The presence of any obstructions at Show Low Municipal Airport could result in operational constraints and special air traffic procedures to avoid the obstruction. An obstruction disposition table is provided on the airspace plan drawing to facilitate the identification and disposition of all obstructions identified in the Show Low Municipal Airport airspace area.

The Federal Aviation Regulation Part 77 surfaces are intended to provide protection of the airspace around the airport from future incompatible development. Any construction that could affect the Part 77 surfaces is required to be reported to the FAA for an airspace evaluation. The FAA will evaluate the proposal and issue a determination of "No Hazard" for acceptable development or a "Potential Hazard" determination for unacceptable development.

The FAA determinations are not binding, therefore, the development proposals should be reviewed by the City of Show Low to determine its impact on the airport. Future development that would penetrate any of the airspace surfaces should be prohibited or modified so as not to create an obstruction to air navigation.

The airspace plans consist of the Part 77 Airspace Plan (Drawing No. 4), the Approach Zones Plan (Drawings No. 5) and the Runway Protection Zones Plans (Drawings No. 6 and 7). Drawing No. 4 of the ALP set reflects Part 77 airspace surfaces for the recommended ultimate airfield development. The plan shows the airspace surfaces for a nonprecision instrument approach to Runway 6 and Runway 24 with visibility minimums as low as three-fourths of a mile. Visual approaches are provided to both ends of Runway 18-36 and Runway 3-21 will be abandoned.

Each runway has an imaginary Primary Surface that protects the runway from obstructions and limits the location and types of facilities that can be placed near the runway within the primary surface. The Primary Surface extends 200 feet beyond the end of the runway and its width can vary from 250 feet to 1,000 feet depending on the type of approach planned for that runway. The elevation of the primary surface is the same as the elevation of the runway centerline at its nearest point.

The primary surface of Runway 6-24 is 1,000 feet in width while the primary surface for Runway 18-36 is 250 feet wide. Applying the primary surface to Runway 6-24 for its ultimate length, reveals there are no obstructions. There are also no obstructions that penetrate the primary surface of Runway 18-36. The imaginary surfaces for Runway 3-21 are not illustrated on the Part 77 Airspace Plan, since this runway is planned to be abandoned.

A Horizontal Surface is also established for Show Low Municipal Airport that is 150 feet above the airport elevation. The Horizontal Surface extends from the airport for a radius of 5,000 feet from a utility or visual runway and 10,000 feet from all other runways. The arcs for each runway are connected by tangent lines to enclose the horizontal surface.

Transitional and Conical surfaces are provided to transition between the airport terminal airspace and the enroute airspace beyond. The Transitional surface extends outward and upward at a slope of 7:1 and connects the primary and approach surfaces with the Horizontal Surface.

The Conical Surface extends outward from the Horizontal Surface for a distance of 4,000 feet and upward at a slope of 20:1. The Conical Surface transitions between the Horizontal Surface and the enroute airspace environment.

According to data from the U.S. Geological service topographic maps, First Knoll would penetrate the horizontal surface and a portion of the conical surface. However, First Knoll is currently being mined for cinder, which has reduced its stated elevation. First Knoll is at the outer edge of the horizontal surface and well to the south of the approach surface to Runway 24. Continued mining of First Knoll is recommended until its elevation is reduced to less than 6,551 feet MSL.

APPROACH ZONES PLAN

The Approach Zones Plan is a plan and profile illustration of the Part 77 Approach Surface to each runway. The plan depicts the physical features in the vicinity of each runway end, including topographic changes, roadways, structures, and trees. The Approach Surfaces are illustrated on Drawing No. 5 of the ALP set.

Approach surfaces are intended to protect the safety of aircraft arriving or departing the airport and restrict the growth of natural objects or the construction of manmade objects that would create a hazard to air navigation. The dimensions and slopes of approach surfaces are functions of the runway service category and the approach classification. The ultimate approach surface for Runway 6 is a nonprecision approach with a slope of 34 to 1 for a distance of 10,000 feet to provide approach protection during instrument weather conditions. This approach surface is planned to provide instrument capability with weather minimums as low as three-quarters of a mile.

The approach to Runway 24 is also planned as a nonprecision approach for large aircraft with a slope of 34 to 1. The existing approach surfaces to Runway 3-21 and the ultimate approach surfaces to Runway 18-36, are for visual approaches with an approach slope of 20 to 1. All of these approach surfaces extend outward and upward from the ends of the primary surface for their

respective runway. The visual approach surfaces extend 5,000 feet outward from the primary surface.

Applying the Part 77 approach surface criteria to the existing runway ends reveals that there are no buildings or other objects that penetrate any of the approach surfaces. This is due, in part to the significant drop offs of the terrain beyond each runway threshold.

Examination of the approach surfaces for the ultimate runway configuration reveals the presence of power lines and poles that penetrate the approach surface to Runway 6 and Runway 36. There are two sets of 69 KV transmission lines on 60 foot (52 feet above ground) poles that penetrate the approach surface to Runway 6. However, by displacing the threshold and relating the approach surface to the threshold, the power lines are no longer an obstruction. The clearance over the power lines will depend on the actual elevation of the future threshold.

The approach surface to Runway 36 also has two sets of power lines that must be considered. One is a 12.5 KV and the other is a 69 KV line. The 12.5 KV power line is on 45 foot (39 feet above ground) poles and does not penetrate the approach surface. The 69 KV power line, however, is on 60 foot (52 feet above ground) poles and does penetrate the approach surface. In the case of Runway 36 the penetration of the approach surface is small and the costs of burying the 69 KV power line or elevating the runway are considered a traded off.

It is estimated that the cost to bury a 69 KV power line would be approximately \$500,000 for approximately 3,000 feet. The last option would be to displace the threshold, however, this option has not been planned for Runway 36. The \$1,000,000 cost to bury the two power lines off the approach end of Runway 6 were considered too high and the runway can not be elevated enough to clear the obstruction. Therefore, the only alternative was to displace the threshold.

RUNWAY PROTECTION ZONES PLANS

The Runway Protection Zones Plans, as depicted on Drawings No. 6 and 7, and consist of large scale plan and profile views of the Runway Protection Zones (RPZ's); the inner portion of the FAR Part 77 Approach Surfaces. These plans identify obstructions, roadways, and buildings that lie within the confines of the RPZ located at the end of each runway.

As illustrated on the Runway Protection Zones Plans, all portions of the ultimate RPZ's are not within the present airport boundaries. The land necessary for the RPZ's that is located outside airport property are programmed to be acquired in the future and will become airport property. This property acquisition will provide the means for the City of Show Low to protect the safety of approaches to a height of 50 feet.

The land within the RPZ's that lies west of Arizona 77 and south of U.S. 60 may not be practical for the City of Show Low to acquire outright. In this event, an avigation easement should be acquired by the city to enable the city to control the use and development of this property. An avigation easement would allow this property to remain under current ownership but prevent any development that could create a hazard to air navigation.

The RPZ's vary in size depending on the runway classification and the type of approach available to that runway. The existing RPZ's for all the runways on the airport are sized for visual approaches by small aircraft. The ultimate RPZ's for Runway 6 and Runway 24 are sized for nonprecision approaches with visibility minimums as low as three-quarters of a mile. These RPZ's are also sized to accommodate nonprecision approaches by large aircraft. The ultimate RPZ's for Runway 18-36 are sized for visual approaches by small aircraft. There are no obstructions

located in the RPZ's for Runway 6-24 or Runway 18-36 other than those discussed in the Approach Zones Plan section.

LAND USE/NOISE PLAN

The major objective of the Land Use Plan is to protect and secure a very valuable community asset -- Show Low Municipal Airport. The investment of private, city, state, and federal dollars must be protected and preserved in order to meet the air transportation needs of the White Mountain Region.

There are two primary considerations for land use planning. First, to secure those areas essential to the safe and efficient operation of the airport; and second, to determine compatible land uses for on-airport and adjacent off-airport property. Achieving these two goals will ensure that the airport and adjacent land will be complimentary and advantageous to one another.

The Land Use/Noise Plan for Show Low Municipal Airport is depicted on Drawing No. 8, and illustrates the desirable uses of all airport property and property under the control of the city. Several land use classifications have been identified for the Land Use/Noise Plan. These land use categories are consistent with the proposed land use plan of the city.

- ♣ Airport Operations Area
- ♣ Terminal Area Development
- ♣ Commercial/Industrial Development
- ♣ Residential
- ♣ Open Space Reserve

The on-airport land use has been divided into two major categories. The Airport Operations Area (AOA) is the area necessary for the movement of aircraft and the required for runway and taxiway safety areas. This area also includes the area within the Building Restriction Line (BRL) and the Runway

Visibility Zone. The AOA includes all runways, parallel taxiways and Runway Protection Zones.

The AOA is designated for the ultimate facilities and services to be provided by the City of Show Low. The AOA must be kept clear of all obstructions to assure that the safety and visibility of the aircraft using Show Low Municipal Airport are not compromised. This area contains the airport maintenance facilities, UNICOM, administrative offices, and navigational and communication facilities.

Terminal Area Development (TAD) consists of the area currently or planned to be used for terminal area facilities. The TAD area will not only provide for necessary future expansion but also will allow flexibility in design of the proposed facilities. Since this Master Plan only covers a 20 year period, surplus areas have been set aside for very long term or unexpected terminal development. These areas are adjacent to the AOA for convenience and efficiency.

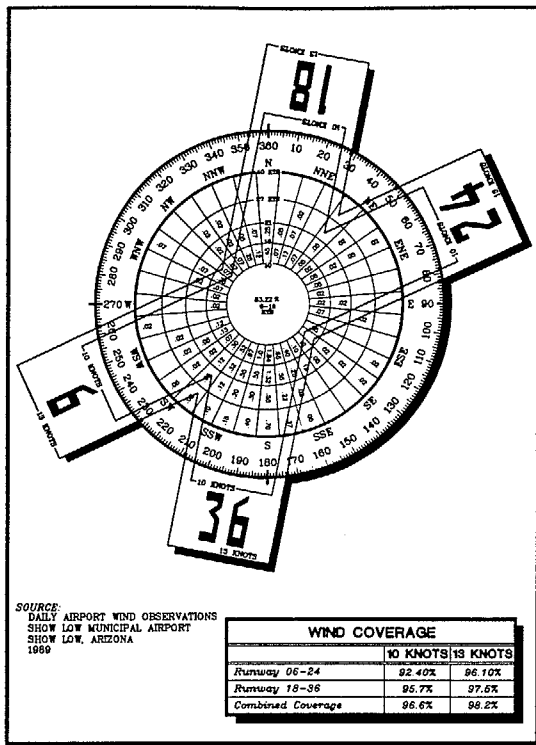
The planned off-airport land use in the vicinity of the airport is quite compatible with airport operations. These areas should not be adversely effected by aircraft noise or subjected to undue safety risks. Conversely, the planned land uses around the airport

should not create hazards aircraft operations or produce incompatible development near the airport.

The area along the south side of the airport is planned for industrial development. Also planned for industrial development is the area west of the airport that underlies the approach to Runway 6. Between these two industrial areas is a commercial area that extends generally from the intersection of U.S. Highway 60 and Arizona 77 west to Arizona 260.

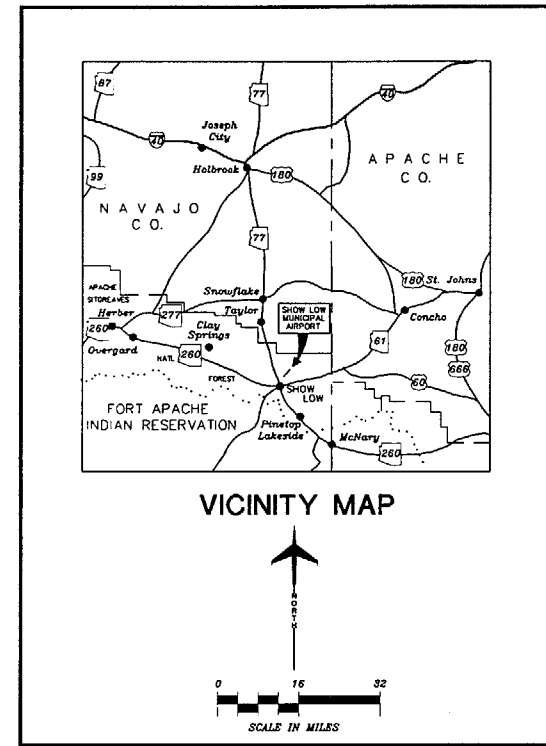
The areas north and east of the airport have been designated as Open Space Reserve. This area is currently outside the Show Low city limits and not subject to city zoning. The U.S. Forest Service administers these lands and no development is likely in these areas.

The existing land use developed by the city will promote land use compatibility in the vicinity of the airport. Land use planning involves a great deal many more issues than just airport compatibility. However, as long as this plan is implemented without introducing noise sensitive development near the airport, or allowing development that could jeopardize aircraft safety, the operational integrity of the airport and compatibility with surrounding development will be assured.



LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
---	---	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
---	---	AIRPORT ROTATING BEACON
---	---	AVIGATION EASEMENT (if applicable)
---	---	BUILDING CONSTRUCTION
---	---	BUILDING RESTRICTION LINE (BRL)
---	---	DRAINAGE
---	---	FACILITY CONSTRUCTION
---	---	FENCING
---	---	NAVIGATIONAL AID INSTALLATION
---	---	RUNWAY END IDENTIFICATION LIGHTS (REIL)
---	---	RUNWAY THRESHOLD LIGHTS
---	---	SECTION CORNER
---	---	SEGMENTED CIRCLE/WIND INDICATOR
---	---	TOPOGRAPHIC CONTOURS
---	---	WIND INDICATOR (Lighted)

BUILDINGS/FACILITIES		
EXISTING	ULTIMATE	DESCRIPTION
(1)	(1)	ADMINISTRATION/TERMINAL BUILDING
(2)	---	FIXED BASE OPERATION HANGAR
(3)	---	CONVENTIONAL HANGAR
(4)	---	T-HANGAR
(5)	---	ARIZONA NATIONAL GUARD ARMORY
(6)	---	UNDERGROUND FUEL STORAGE FACILITY
(7)	---	JET A FUEL FACILITY
(8)	---	ELECTRIC VAULT
(9)	---	AUTO PARKING
		AIR TRAFFIC CONTROL TOWER (ATCT)
		AIRCRAFT RESCUE and FIREFIGHTING (ARFF)



AIRPORT DATA		
	EXISTING	ULTIMATE
AIRPORT CATEGORY	UTILITY	TRANSPORT
AIRPORT REFERENCE CODE	B/II	C/III
AIRPORT ELEVATION (MSL)	6410.6'	6401.6'
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	85.9 F (AUG.)	85.9 F (AUG.)
AIRPORT REFERENCE POINT (ARP) COORDINATES	Latitude 34°15'56.10" N Longitude 110°00'15.24" W	Latitude 34°16'00.88" N Longitude 110°00'28.57" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS	NDB REIL'S PAPI'S BEACON	NDB REIL'S PAPI'S BEACON
AIRPORT AREA (A.C.)	358.65	582.0

RUNWAY DATA	RUNWAY 06 - 24		RUNWAY 03 - 21		RUNWAY 18 - 36	
	EXISTING	ULTIMATE	EXISTING	ULTIMATE	EXISTING	ULTIMATE
RUNWAY CATEGORY	UTILITY	TRANSPORT	UTILITY	---	---	UTILITY
AIRPORT REFERENCE CODE	B/II	C/III	B/II	---	---	B/II
RUNWAY DIMENSIONS	6,000' X 75'	7,300' X 100'	3,920' X 60'	---	---	5,600' X 75'
RUNWAY BEARING (TRUE)	N 75°58'00" E	N 75°58'00" E	N 47°47'00" E	---	---	N 12°00'00" E
RUNWAY INSTRUMENTATION	PAPI-2/PAPI-2	PAPI-2/PAPI-2	NONE	---	---	PAPI-2/PAPI-2
RUNWAY SAFETY AREA	6,600' X 150'	7,750' X 400'	4,520' X 150'	---	---	6,200' X 150'
RUNWAY OBJECT FREE AREA	6,600' X 500'	7,750' X 800'	4,920' X 400'	---	---	6,600' X 400'
RUNWAY OBSTACLE FREE ZONE	6,400' X 400'	7,600' X 643'	4,320' X 250'	---	---	6,000' X 250'
RUNWAY APPROACH SURFACES	20:1/20:1	34:1/34:1	20:1/20:1	---	---	20:1/20:1
RUNWAY LIGHTING	MIRL	MIRL	DELINERATORS	---	---	MIRL
RUNWAY MARKING	NP/NP	NP/NP	VISUAL/VISUAL	---	---	VISUAL/VISUAL
EFFECTIVE RUNWAY GRADIENT (in %)	0.082	0.16	0.33	---	---	0.61
PAVEMENT MATERIAL	ASPHALT	ASPHALT	ASPHALT	---	---	ASPHALT
PAVEMENT STRENGTH (in thousand lbs.) ¹	12.5 (S)	60.0 (D)	12.5 (S)	---	---	12.5 (S)
TAXIWAY LIGHTING	MITL	MITL	NONE	---	---	MITL
TAXIWAY MARKING	CENTERLINE	---	CENTERLINE	---	---	CENTERLINE
NAVIGATIONAL AIDS	REIL/REIL PAPI/PAPI	REIL/REIL PAPI/PAPI	NONE	---	---	PAPI/PAPI

¹Pavement strengths are expressed in single (S), dual (D), dual tandem (DT), and/or double dual tandem (DDT), wheel loading capacities.

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Show Low MUNICIPAL AIRPORT

SHOW LOW MUNICIPAL AIRPORT

AIRPORT DATA SHEET

SHOW LOW, ARIZONA

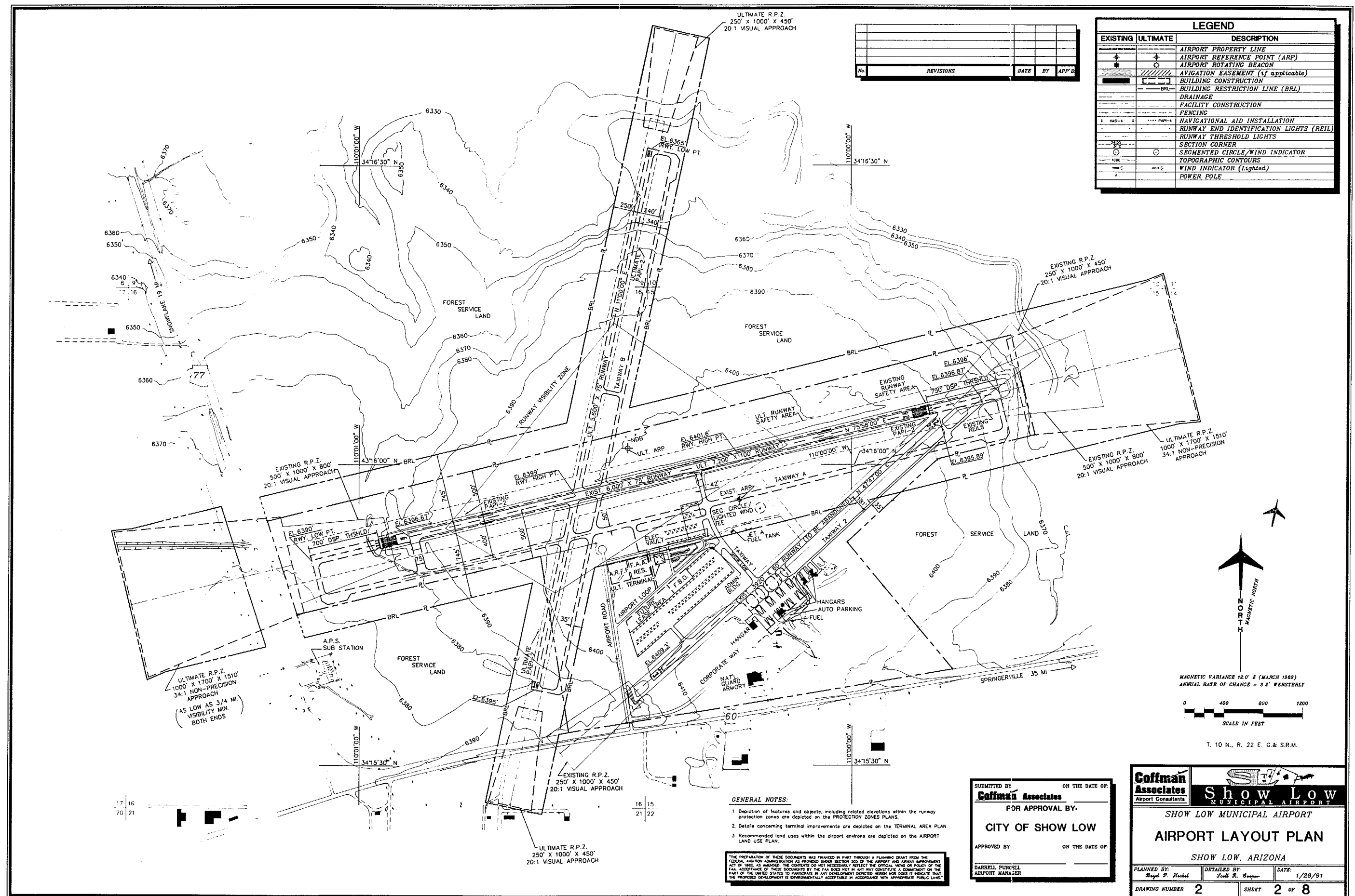
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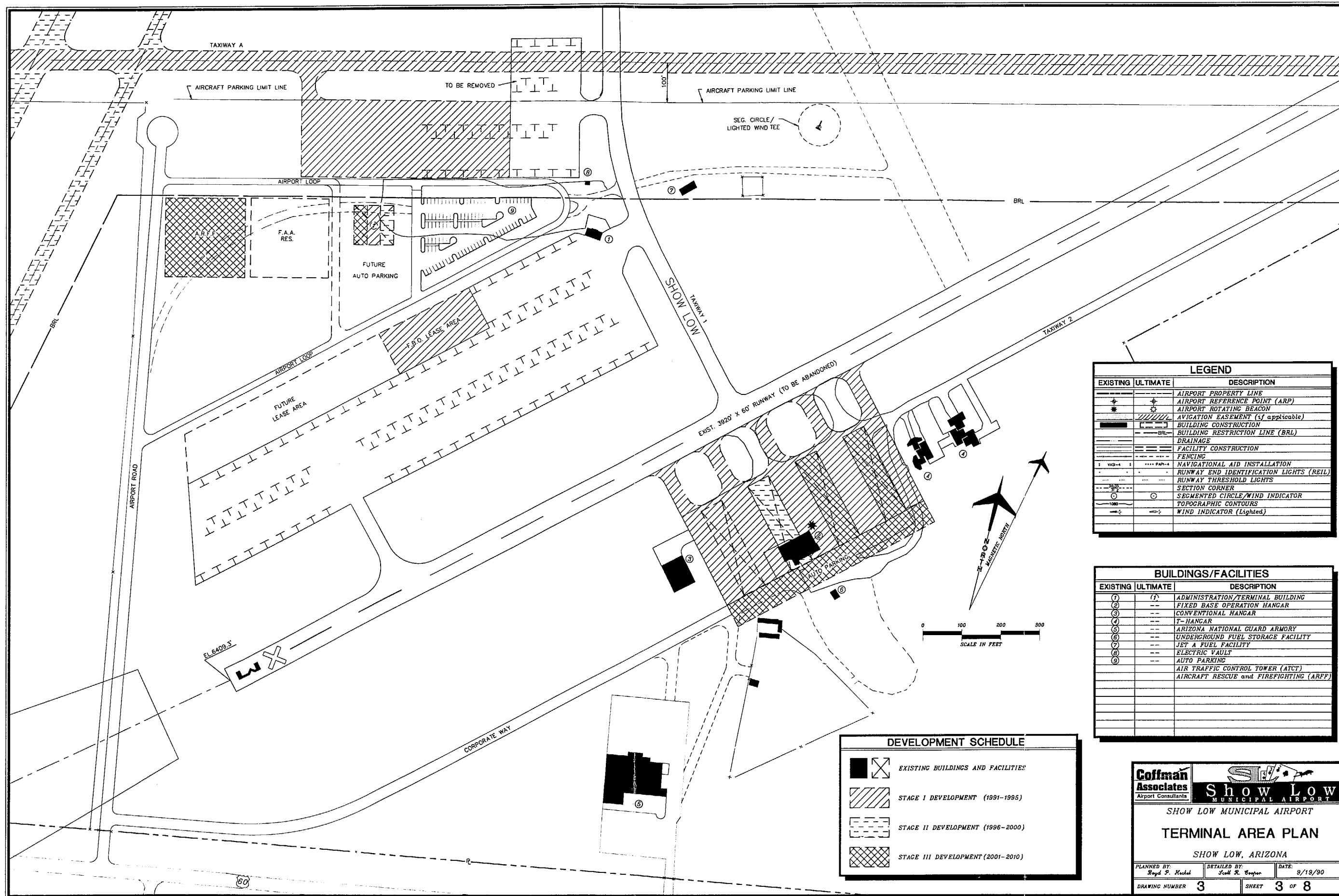
DETAILED BY: Scott R. Boylan

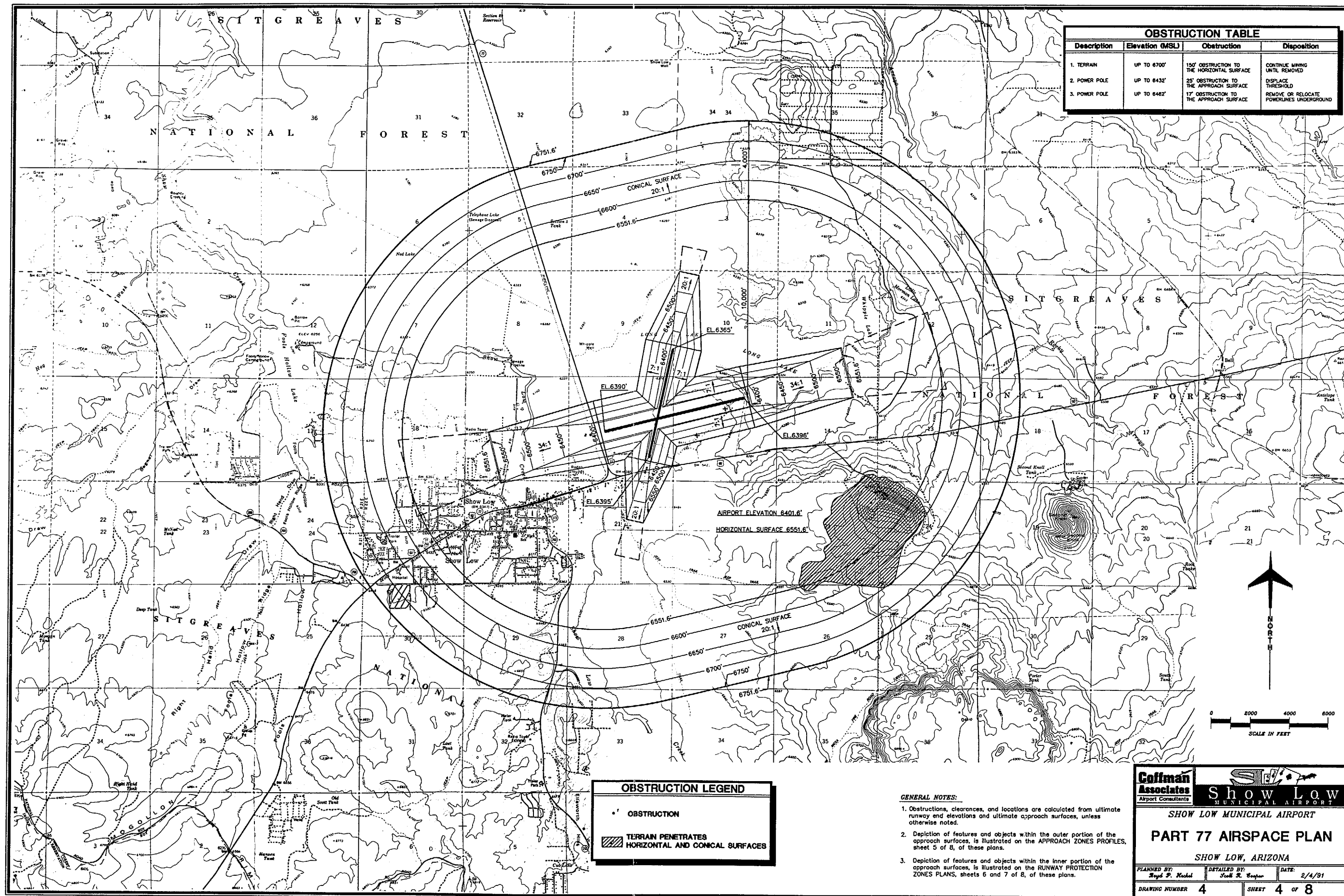
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DRAWING NUMBER 1

SHEET 1 OF 8







OBSTRUCTION TABLE			
Description	Elevation (MSL)	Obstruction	Disposition
1. TERRAIN	UP TO 6700'	150' OBSTRUCTION TO THE HORIZONTAL SURFACE	CONTINUE WORKING UNTIL REMOVED
2. POWER POLE	UP TO 6432'	25' OBSTRUCTION TO THE APPROACH SURFACE	DISPLACE THRESHOLD
3. POWER POLE	UP TO 6462'	17' OBSTRUCTION TO THE APPROACH SURFACE	REMOVE OR RELOCATE POWERLINES UNDERGROUND

OBSTRUCTION LEGEND	
•	OBSTRUCTION
▨	TERRAIN PENETRATES HORIZONTAL AND CONICAL SURFACES

GENERAL NOTES:

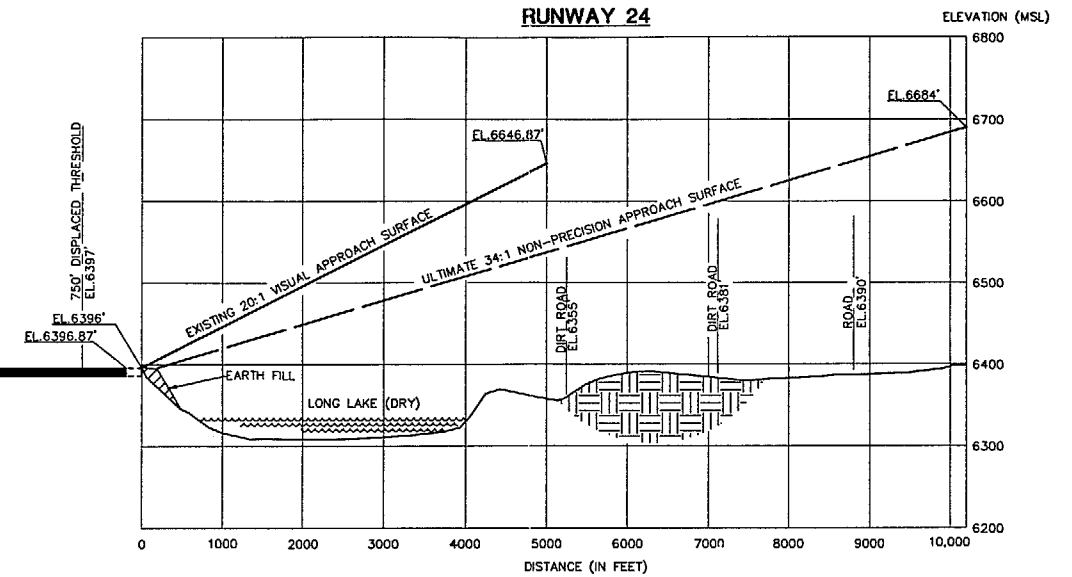
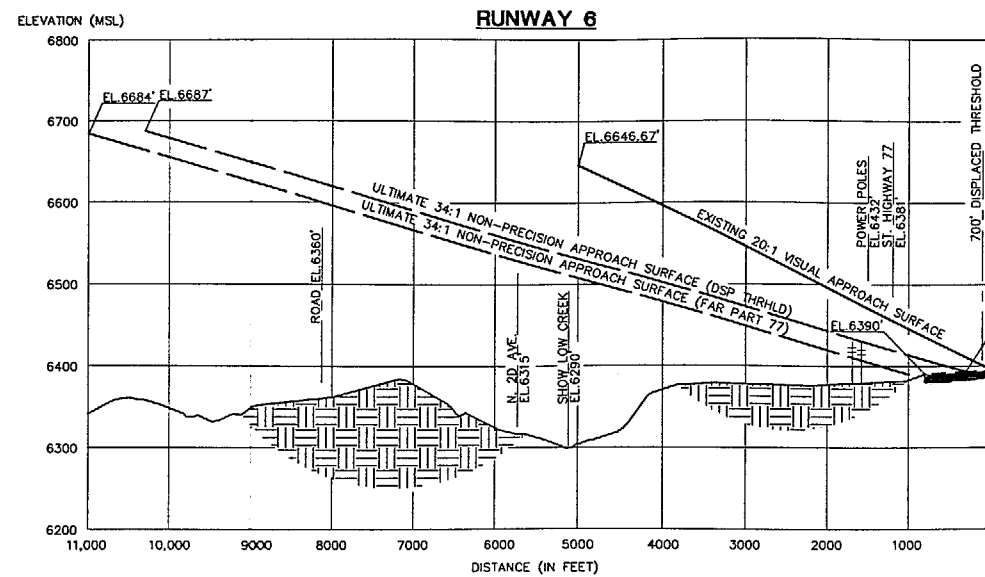
- Obstructions, clearances, and locations are calculated from ultimate runway end elevations and ultimate approach surfaces, unless otherwise noted.
- Depiction of features and objects within the outer portion of the approach surfaces, is illustrated on the APPROACH ZONES PROFILES, sheet 5 of 8, of these plans.
- Depiction of features and objects within the inner portion of the approach surfaces, is illustrated on the RUNWAY PROTECTION ZONES PLANS, sheets 6 and 7 of 8, of these plans.

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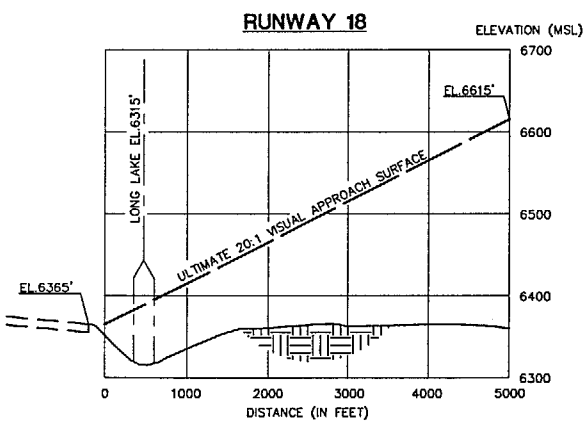
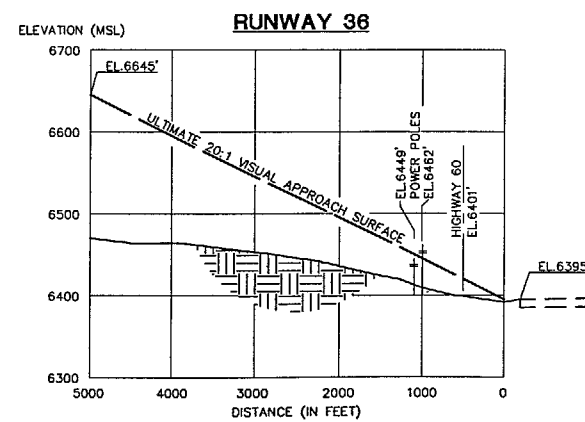
Show Low
MUNICIPAL AIRPORT

SHOW LOW MUNICIPAL AIRPORT
PART 77 AIRSPACE PLAN
SHOW LOW, ARIZONA

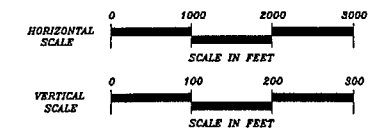
PLANNED BY: Raymond S. Meisel	DETAILED BY: John R. Baughman	DATE: 2/4/91
DRAWING NUMBER 4	SHEET 4 OF 8	



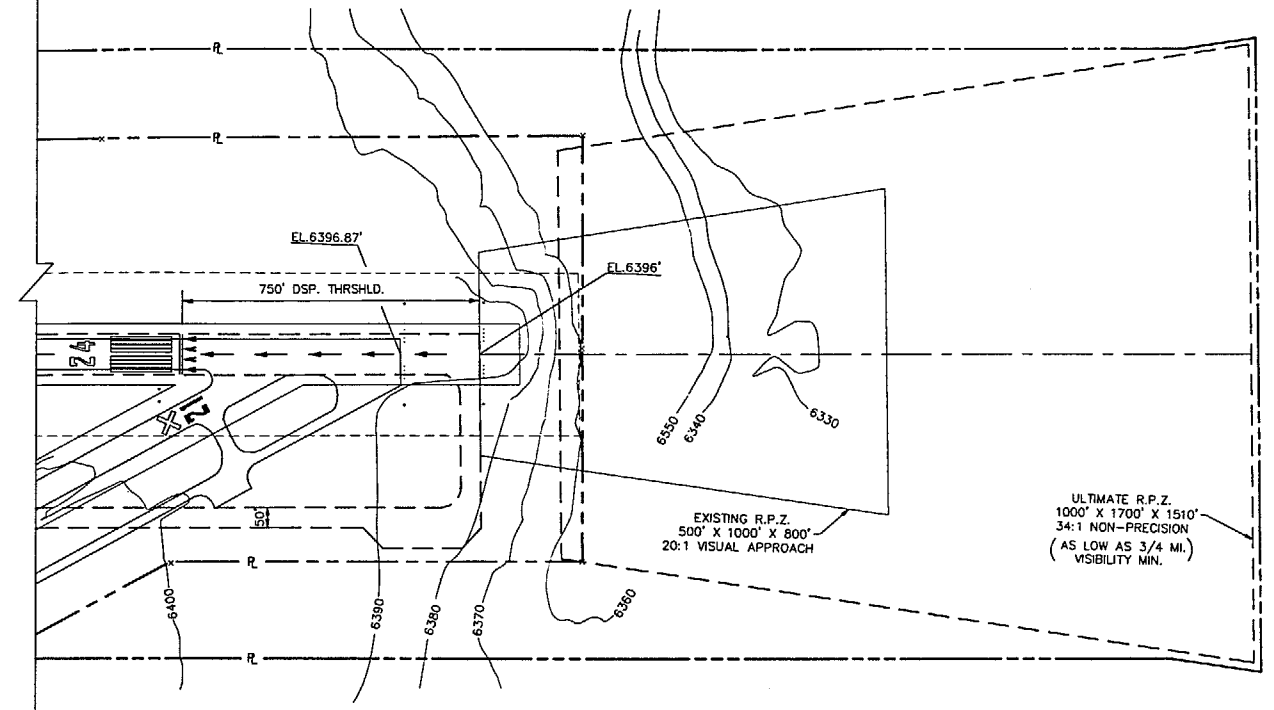
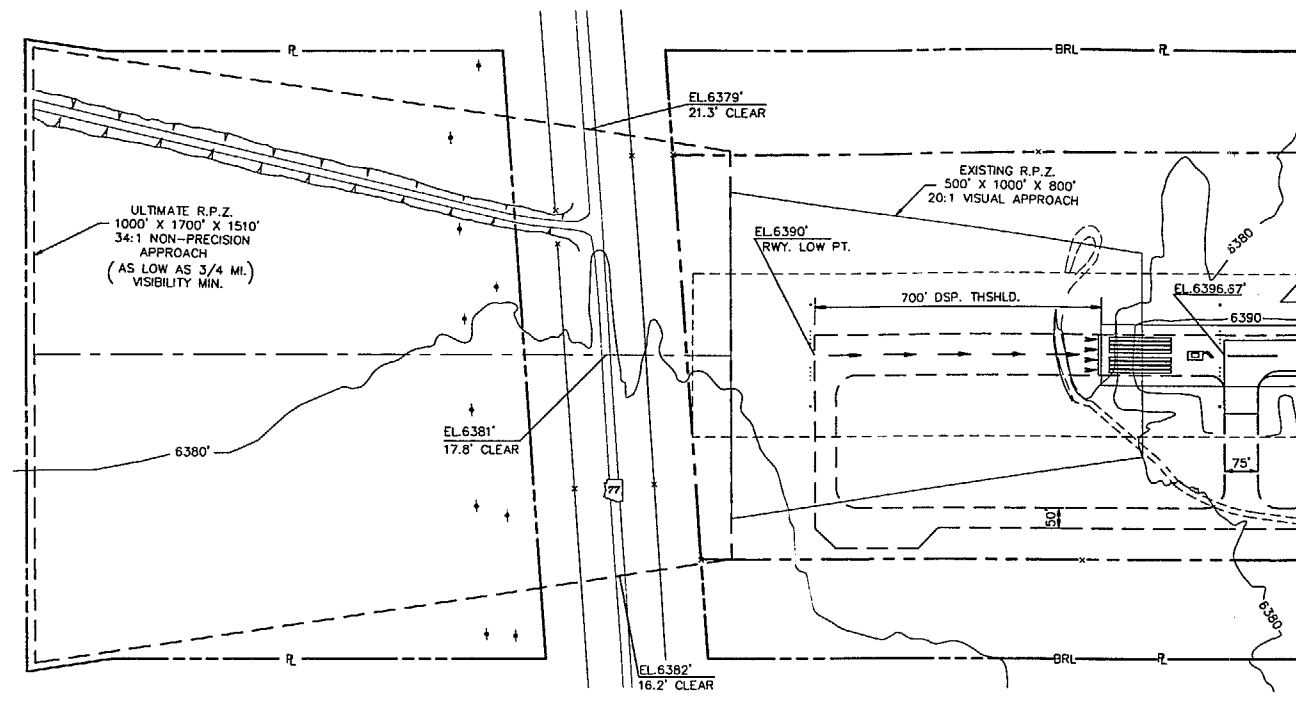
RUNWAY 6 - 24 APPROACH ZONES PROFILES



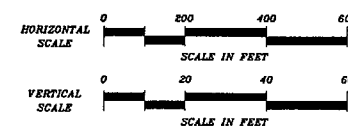
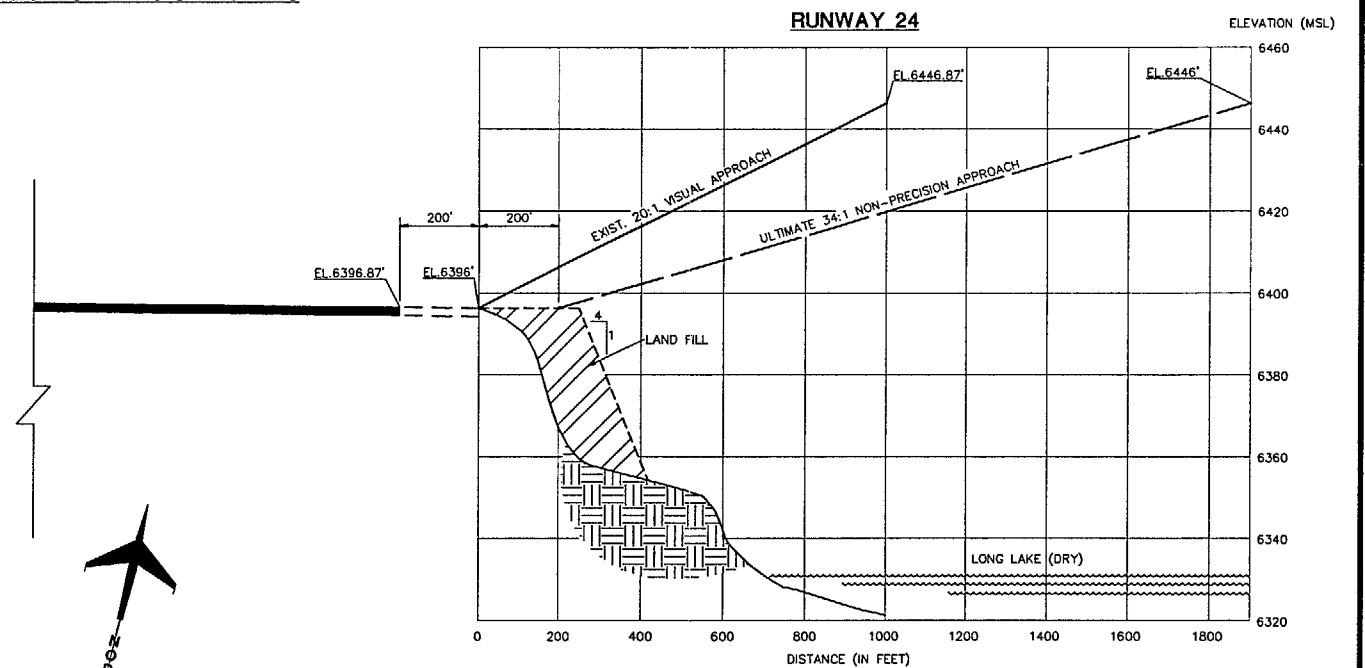
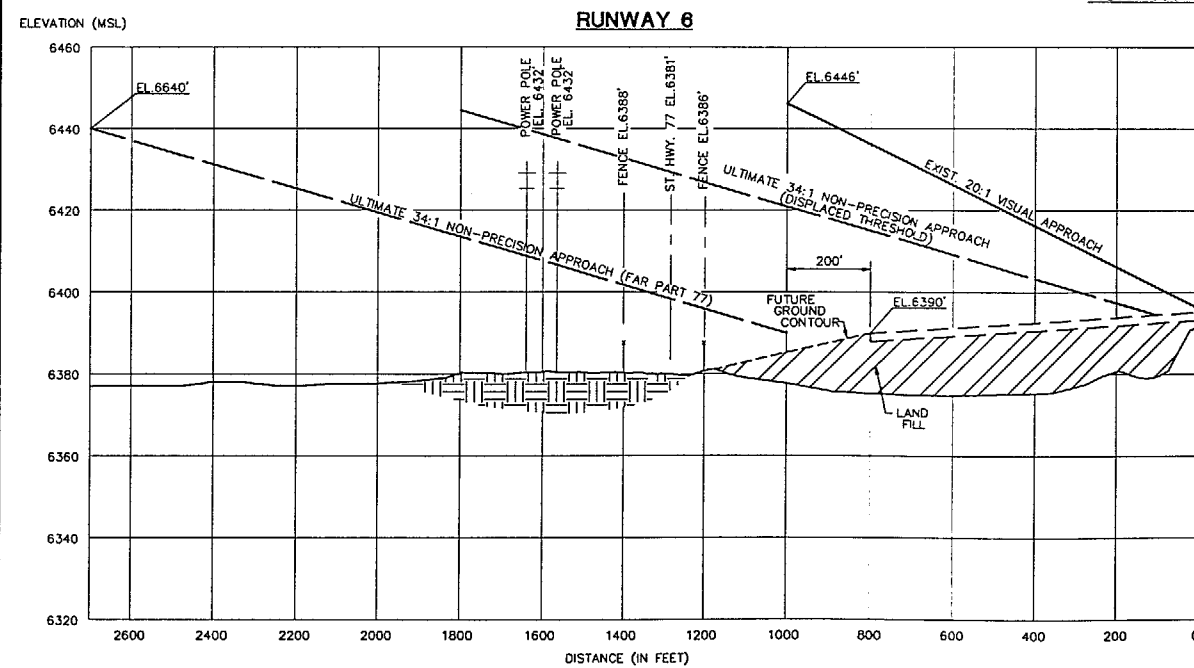
RUNWAY 36 - 18 APPROACH ZONES PROFILES



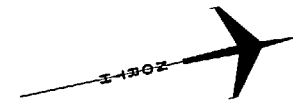
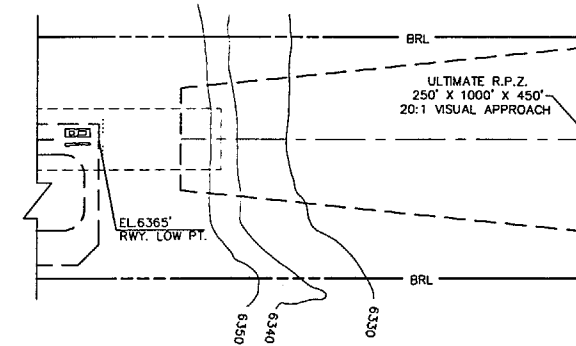
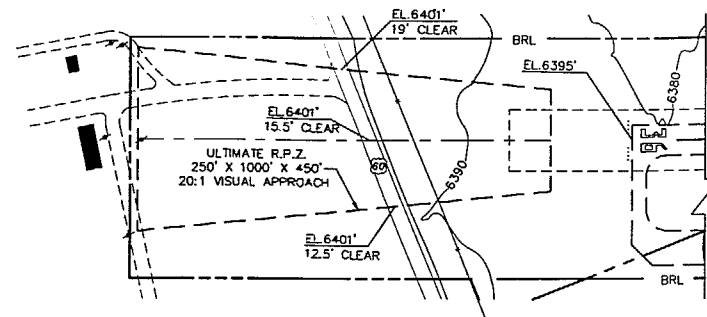
Coffman Associates Airport Consultants		Show Low MUNICIPAL AIRPORT	
SHOW LOW MUNICIPAL AIRPORT			
APPROACH ZONES PLAN			
SHOW LOW, ARIZONA			
PLANNED BY: Raymond A. Hodel	DETAILED BY: Jack R. Cooper	DATE: 1/31/91	
DRAWING NUMBER 5		SHEET 5 OF 8	



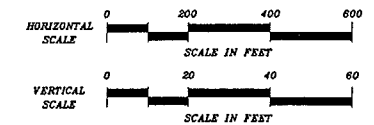
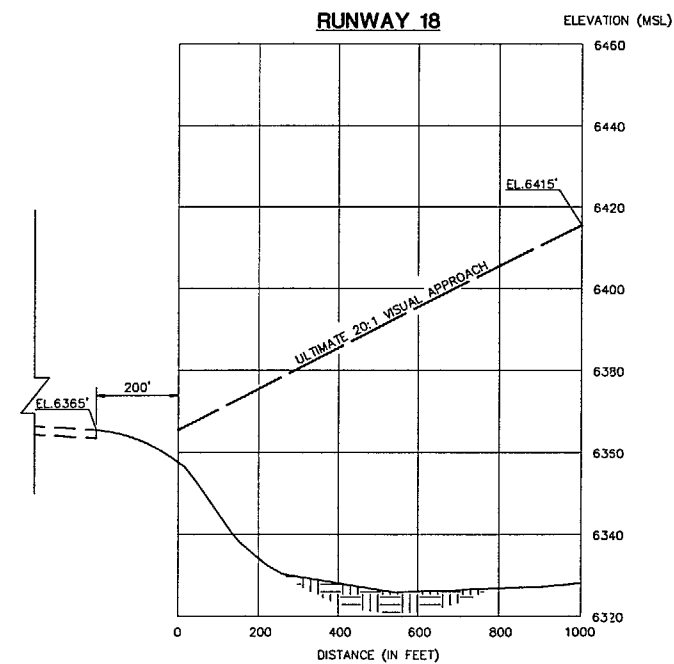
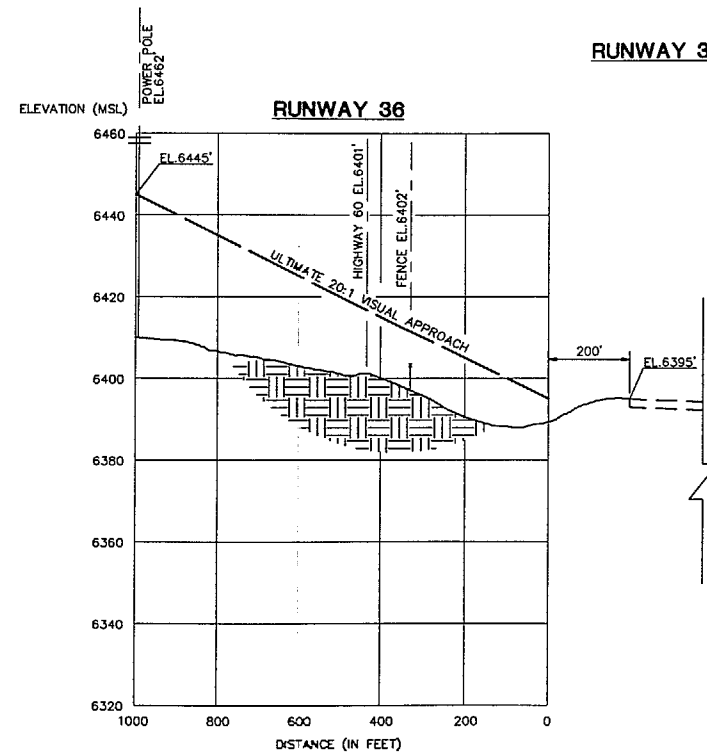
RUNWAY 6 - 24 PROTECTION ZONES PLANS & PROFILES



Coffman Associates Airport Consultants		Show Low MUNICIPAL AIRPORT	
SHOW LOW MUNICIPAL AIRPORT RUNWAY PROTECTION ZONES PLAN RUNWAY 6 - 24 SHOW LOW, ARIZONA			
PLANNED BY: Boyd P. Kachal	DETAILED BY: Scott R. Boyer	DATE: 11/1/90	
DRAWING NUMBER 6		SHEET 6 OF 8	



RUNWAY 36 - 18 PROTECTION ZONES PLAN & PROFILES



Coffman Associates Airport Consultants		Show Low MUNICIPAL AIRPORT	
SHOW LOW MUNICIPAL AIRPORT RUNWAY PROTECTION ZONES PLAN RUNWAY 36 - 18 SHOW LOW, ARIZONA			
PLANNED BY: Royal P. Hinkel	DETAILED BY: Keith R. Baepfer	DATE: 2/4/91	
DRAWING NUMBER 7		SHEET 7 OF 8	

